

E. E. TAYLOR,
Steamore.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1479. 日廿月二年六十二緒光

TUESDAY, MARCH 27, 1900.

二拜禮 號七廿月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office:—YOKOHAMA.
Branches and Agencies:
TOKIO KOIJI
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTSIEN NEWCHWANG
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " " 4 "
" 3 " 3 "
" S. CHOH, Acting Manager.
Hongkong, 4th January, 1900. [11]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
N. A. STEIN, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.
R. M. Gray, Esq.
A. Haupt, Esq.
The Hon. J. J. Keswick.
A. McCorquie, Esq.
Chief Manager:—
Sir Thomas Jackson.
Manager:—
Shanghai—J. P. Wade Gardner, Esq.
London Bankers—London and County
Banking Company, Limited.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [19]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [10]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 2,34,374

HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies:
CANTON PEKING.
CHEFOO YENNG.
CHINKIANG SINGAPORE.
CHUNKING SWATOW.
FOOCHOW TIENSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic
Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per Annum Fixed Deposits for 3 months.
" " " 6 "
5 1/2 " 12 "
" " " 12 "
E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of a per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 31 "
" " " 3 " 23 "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [13]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
\$4.50 per Cask of 375 lbs. Net ex Factory.
\$2.80 per Bag of 250 lbs.
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 8th February, 1900. [13]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHAI & PAN Malacca E. G. Andrews 10 A.M., 28th March. Freight or Passage.
SHANGHAI Bengal S. Barcham 30th March Freight or Passage.
LONDON &c. Parramatta * A. Symons Noon, 31st March. Freight or Passage.
JAPAN Roselief C. G. Talbot, R.N.R. 4 P.M., 31st March. Freight or Passage.
LONDON Java G. W. Gordon, R.N.R. About 5th April. Freight or Passage.
BOMBAY Shanghai A. F. Street About 9th April. Freight or Passage.
MARSEILLES & LONDON DIRECT S.S. "MASSILIA" 14th April. Freight or Passage.
(Without Transhipment.)

* See Special Advertisement. (Passing through the Island Sea).

† Via SINGAPORE and COLOMBO.

For Further Particulars, apply to

Hongkong, 27th March, 1900.

H. A. RITCHIE, Superintendent.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
KONIG ALBERT WEDNESDAY, 4th April.
WEIMAR WEDNESDAY, 18th April.
PRINZ HEINRICH WEDNESDAY, 2nd May.
PREUSSEN WEDNESDAY, 16th May.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th May.
SACHSEN THURSDAY, 14th June.
OLDENBURG THURSDAY, 28th June.
RAVERN THURSDAY, 12th July.
STUTTGART THURSDAY, 26th July.
KONIG ALBERT THURSDAY, 9th August.
WEIMAR THURSDAY, 23rd August.
PREUSSEN THURSDAY, 6th September.

ON WEDNESDAY, the 4th day of April, 1900, at NOON, the Steamer "KONIG ALBERT,"
of the NORDDEUTSCHE LLOYD, Captain O. Cüppers, with MAIls, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 2nd April, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd April, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 3rd April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to

Hongkong, 21st March, 1900.

MELCHERS & CO., AGENTS.

[22]

CITY OFFICE, 7, Duddell Street.

Hongkong, 31st October, 1899.

Intimations.

THE BOER MUST GO!

SO MUST INDIGESTION

IF YOU TAKE

CHAMPAGNE BITTERS.

Watkins, Limited,

CHEMISTS, AERATED WATER MANUFACTURERS, CIGAR
DEALERS, WINE & SPIRIT MERCHANTS,
COMMISSION AGENTS,
APOTHECARIES' HALL,
66, QUEEN'S ROAD CENTRAL, HONGKONG,
FACTORY MASON'S LANE. [16]

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO. LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT THOMAS SKINNER.
SUPERINTENDENT ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

[17]

PEAK HOTEL

AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350-feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

[18]

Hongkong, 9th March, 1900. [16]

NIPPON YUSEN KAISHA.

NOTICE OF REMOVAL.

THE OFFICES of This Company have
THIS Day been TRANSFERRED from
No. 7, PRAYA CENTRAL to PRINCE'S BUILD-
ING (1st Floor), CHATER ROAD.

JIRO ITAMI,
Acting Manager.

Hongkong, 26th March, 1900. [392b]

Masonic.

[19]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above
LODGE will be held at the FREE
MASONS' HALL, Zetland Street, TO-MORROW,
the 29th instant, at 5 for 5.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 21st March, 1900. [376b]

Entertainment.

MR. ALEX MARSH

(Lieut. PRINCIPAL BARITONE of the ROYAL
CARL ROSA OPERA CO., THE ROYAL
ITALIAN OPERA, COVENT GARDEN;
ROYAL CHORAL SOCIETY,
and the Principal London and Provincial
Concerts)

begs to announce that he will give a

GRAND EVENING

CONCERT,
Under the Patronage of
His Excellency Sir HENRY BLAKE, G.C.M.G.,
and Lady BLAKE.

on
TUESDAY, the 3rd April, 1900,
at 9 P.M.,
in the
ST. GEORGE'S HALL.

Mr. MARSH will have the kind Assistance of
Mr. A. G. WARD, and several well-known
Local Amateurs.

PRICES \$3 & \$1

Box Plan and Tickets at the ROBINSON
PIANO CO.

Further Particulars Later.

Hongkong, 27th March, 1900. [396b]

BLATZ BEER

MIght BE EQUALLED

BUT CANNOT BE

SURPASSED.

Per Cask of 10 dozen Pints \$25

SOLE AGENTS:

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 3rd February, 1900. [20]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUe, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesalers

by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9,

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THEATRE ROYAL,

CITY HALL.

LAST THREE NIGHTS

OF

MR. HENRY-DALLAS'S SEASON.

TO-NIGHT ! TO-NIGHT !!

The Success of the Century,

"THE SIGN OF THE CROSS."

Marcus Superbus Henry Dallas.

Mercia Miss Maud Grey.

TO-MORROW (WEDNESDAY)

By Universal Request.

"THE GEISHA."

NOTE.—Seats booked for "Charley's Aunt," may be retained for "The Geisha" or value refunded on application to Robinson Piano Co.

THURSDAY, (LAST NIGHT),

"A RUNAWAY GIRL"

LAST NIGHT OF SEASON.

PLAN at ROBINSON PIANO CO.

Business Manager: B. HERMANN.

Hongkong, 27th March, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 will be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$35 as paid up thereon in addition to the Sum of \$30 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of \$12 per cent, per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,

A. SHELTON HOOPER,

Secretary.

Hongkong, 27th March, 1900.

[403b]

NOTICE.

CONSIGNEES of CARGO per Steamship "COTTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,

Acting Agent.

Hongkong, 27th March, 1900.

[2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, LONDON AND STRAITS.

THE Steamship

"GLENFARG."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd April, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 27th March, 1900.

To-day's Advertisements.

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C. L. GORHAM,

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Hongkong, 27th March, 1900.

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MCGREGOR BROS. & GOW.

Hongkong, 27th March, 1900.

[2]

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 27, 1900.

REUTER'S TELEGRAMS.

THE WAR.—CASUALTIES NEAR BLOEMFONTEIN.

BRITISH OFFICERS AMBUSHED.

HON. E. LYON KILLED.

LONDON, MARCH 25th.

Lord Roberts reports from Bloemfontein 24th instant, that the day previous Captain Trotter and Lieut.

The Hon. E. Lygon of the Grenadier Guards, and Col. Codrington of the Coldstream Guards, while riding without an escort, eight miles beyond the camp at Modder River, were fired on by the Boers. Lieut. The Hon. E. Lygon was killed and Col. Codrington and Capt. Trotter severely wounded.

DEATH OF GENERAL WOODGATE.

General Woodgate has died of his wounds.

FOR YOKOHAMA (DIRECT).

THE Steamship

"HAIMUN."

Captain Hodgins will be despatched for the above port, TOMORROW, the 28th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 27th March, 1900. [402b]

FOR YOKOHAMA (DIRECT).

THE Steamship

"SAINT REGULUS."

will be despatched for the above port on THURSDAY, the 30th instant, at Noon.

For Freight, apply to DODWELL & CO., LIMITED.

Agents.

Hongkong, 27th March, 1900. [403b]

CHINA NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"SUNGKIAH."

Captain Moore will be despatched as above on THURSDAY, the 5th April.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th March, 1900. [404b]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1900. [404b]

THE PARIS EXHIBITION.

THE PRINCE OF WALES WILL VISIT PARIS.

The Prince of Wales will visit the Paris exhibition in April and will be the guest of the French Government.

LATER.

THE WAR.—CRIOQUATOWN RE OCCUPIED BY BOERS.

Four hundred Transvaalers have re-occupied Griquatown and a force has left Kimberley in order to expel them. It is reported that all the loyalists in the town have been imprisoned.

THE ORANGE FREE STATE.

PHILIPPI OCCUPIED.

BURGHERS SURRENDERING.

General Clements has occupied

Philippi and read a proclamation from Lord Roberts to the assembled burghers, many of whom have surrendered their arms and taken an oath not to participate further in the war. The Landrost and Sheriff have been re-instated in authority under the British.

WEATHER REPORT.

The Observatory report says—

stantly increasing custom dues. The following paragraph received in a private letter by a correspondent puts a very disheartening view on the state of trade at present existing in the Protectorate.

"You will no doubt have learned that during the past six months many important houses in Haiphong (all European) have liquidated, failed, or have been obliged to cease business, as well as three or four Chinese houses. As to Hanoi, about a score of Chinese merchants have been into the bankruptcy Court or have liquidated. All this has come about thanks to the paternal administration of our poor colony, by the ever increasing vexatious taxes created for a year or two, and which will finish by undermining our small resources. Salaries are being cut down, and things generally are at a very low ebb. Notwithstanding this, money is still found for the construction of theatres, and that irrepressible globe-trotter, H.E.M. Doumer can still find a corner in the budget for his yachting expenses (about 700,000 francs per annum). *Pauvre Tonkin!*"

WATER-TUBE BOILERS.

On Saturday night very interesting and enjoyable paper was read and listened to by the members of the Institution of Shipbuilders and Engineers of Hongkong, and their friends.

Mr. Wilkes was the lecturer and the subject chosen was Water-tube boilers.

The concert room was tastefully arranged for the occasion.

The Vice President, Mr. Ramsay presided and in a few chosen remarks introduced the lecturer; just at this point H.E. the Governor and Viscount Sudraile arrived, and were received by the Company standing.

In the course of his paper, Mr. Wilkes said:-

The subject I have chosen for my paper is one which concerns most of us here this evening, and one that I feel sure is of great interest to all members of the Engineering profession.

We all know that for many years there was almost a standstill so far as the construction of boilers was concerned, and the one boiler almost universally used for steamships was the one known as the cylindrical return-tube Scotch boiler, and I may say that at the present time there are thousands of these boilers in use, and comparing the form of construction with those of thirty years ago, the writer sees but little change.

As this is a meeting principally of Marine Engineers, it is my purpose, to consider only the particular type of water-tube boilers as adapted for marine purposes.

The ever growing tendency of the present day is to do things quickly, and time seems to be the essence of all contracts in Marine Engineering, and consequently, speed is the object aimed at. The low pressures of our fathers have given way to higher and more economical ones as greater powers or higher piston velocities are obtained with the higher pressures at a considerable reduction in weight, than in the old order of things, and the compound engine has had to give way in favour of the triple and quadruple expansion engines, and then the question arises how are we to supply this high pressure of steam required for these classes of engines; which must be done quickly and, if possible, economically. It will be my aim to show you that the water-tube boiler will be able to meet these requirements, but you will understand that I cannot, within the scope of this paper, give you more than a passing glance at a few of the many kinds of water-tube boilers made.

Great advance has been made in the manufacture of steel, and by this means boilers are now made to give double the power for the same weight, than obtained some thirty years ago. This advance in the manufacture of steel has a greater bearing on the subject I am bringing before your notice, than is generally credited, so much attention being directed to the form of design.

A few notable water-tube boilers are:

(1) Large tube type.

"Babcock and Wilcox," "Belleville," and "Naclasses."

(2) Small tube type.

"Thornycroft," "Yarrow," "Du Temple," "Normand," "Ward," and many others which, as I said, cannot be given the attention I should wish.

The first water or tubulous boilers of any account were the "Babcock and Wilcox" and "Belleville," which passed through some twenty stages before they were brought to their present state of efficiency.

Now let us consider the essential points of a water tube boiler.

d.—There must be perfect circulation.

When we come to consider the small amount of water contained in these boilers and the intense heat applied in raising steam rapidly, we must have a perfect rapid of circulation. You will see by the sketch No. 1, the Belleville boiler (which I will describe later on).

b.—Feed, which must be automatic and regular. This is a most essential feature and must be put into the boiler in a regular stream, as any interruption in the feed supply would cause the separator or top drum which supplies the water for the tubes to soon become empty, and the tubes not getting their proper supply would burn away with the intense heat of the forced fire, you will see by sketch No. 2 an arrangement of automatic feed valve.

c.—Facility for cleaning the tubes—which in this boiler is done by passing brushes or scrapers on the outside of the tubes and having hand holes opposite each tube, by removing which the inside of the tubes can be cleaned and examined; the tubes are large enough to allow a light to be passed through them, thus enabling the condition of all the parts of the tube to be seen.

d.—Facility for repairs and replacements. In this matter the writer considers the water tube boiler a long way ahead of the cylindrical boiler as a great advantage being, the easy transport to any part of the world of the parts liable to deterioration, and being able to disconnect the parts of the defective boiler with the ship's staff send it up on deck, and the new parts down into the stokehold, and put same together with, having as at present, to cut away the decks of the ship, &c., besides requiring the use of large shear legs, which are not at all times available; this is, in my opinion, a great point in their favour.

On Raising Steam.

We all know that in the present cylindrical boiler we should never dream of raising steam under from 6 to 8 hours, and even then we find the bottom of the boilers are cold. Some years ago, the writer, when in the Black Sea noticed shortly after steaming away from port a manhole door leaking, and the water coming from it was quite cold, although there was 70 lbs. of steam on the boiler, and the engines were working; now this, as you all know, must be very detrimental to the boiler, and could not occur to a water tube boiler; for as soon as the fire is lighted, circulation commences, and it is quite possible and often known to get steam in 20 minutes, and in a torpedo destroyer, known to the writer, she has been going 20 knots twenty minutes after the fire was lit on cold boilers, this must appeal to all of us, who have so long been associated with the Scotch boiler, as being almost incredible, and I may tell you that although steam is produced so rapidly, it is almost impossible for the gauge glass to show the true level, we can always estimate the amount of water in the water tube boiler in this manner.

Then again with regard to the weight of the water tube boiler and the pressure carried, you will all, I think, agree that 180 to 200 lbs. per square inch is about as far as we can go in the present type of cylindrical boilers, owing to the thickness of plates that would be required for the extra pressure of say, 350 lbs. per square inch, and the trouble and expense entailed in working such plates, and again, the intense heat required would deteriorate the thick plates that would have to be used for furnaces &c. for these pressures, and when we want 350 lbs. per square inch or more, the water tube boiler is the one we must look to, and again in the matter of weight. Let us see what it means? Take for example, engines of 6,000 i.h.p., the weight of 3 water-tube boilers for these equals 6 tons for everything, boilers, water, funnels, casings, brickwork, water tanks, bridges, &c.; now 6,000+6 gives us 65'2 i.h.p. per ton of boiler. I admit this high power for weight is obtained at a loss of economy, but for short spurts of two or three hours, in a destroyer or torpedo boat, this is of the greatest importance, and fuel is a secondary consideration. In a good double ended Scotch boiler 30 i.h.p. per ton of boiler is considered very good, but as regards economical working 37 to 40 i.h.p. per ton of boiler, can be obtained in a water-tube boiler for the same consumption of fuel as used in the Scotch boiler, thus showing a saving for the water-tube boiler of about 18%.

Then again taking Naval boilers of the double ended type, the average weight of water is equal to about 20% of the total weight, while with single ended boilers it is about 26%. The steam pressure for which these boilers were designed is, however, only 155 lbs. per square inch, with double ended boilers made in accordance to Board of Trade rules; for pressures of 150 lbs. the water is equal to 33% of the total weight and about 32% with the single ended boilers. With the gunboat type of boilers the water is 33% when designed in accordance with Admiralty rules. With the Belleville boiler the water is only 8% of the total weight. With the Babcock and Wilcox, about 143%, Yarrow boiler 153%, Thornecroft 157%, and with the Normand it is about 24%. The dry bottomed loco type, which is the great rival of the small tube water tube boiler has water to the extent of 30% in the single-ended design and 27% in the double-ended. And again, in looking at the weight per i.h.p. in lbs. the Naval ordinary double ended boilers with forced draught equal 18 lbs. per i.h.p., and with single ended ones 18 lbs. the lightest of all equals 86 lbs. The "Belleville" and "Babcock and Wilcox" are both under 80 lbs., and with an air pressure of 1' of water, the weight is as low as 70 lbs. with the Belleville. Taking the naval cylindrical boilers with natural draught, the average weight per i.h.p. is 121 lbs. with double-ended boilers, and 133 lbs. with single-ended.

When the cylindrical boiler is designed in accordance with the Board of Trade rules the difference is more marked, for here the double-ended boiler is such that the total weight per i.h.p. is 149 lbs. when the working pressure is 160 lbs. and as much as 196 lbs. when it is 210 lbs. pressure. Single-ended are heavier still, the Belleville Boiler is only 107 lbs. per i.h.p. with a working pressure of 250 lbs. and the Babcock and Wilcox boiler 115 lbs. for a pressure of 200 lbs. We will now consider the Belleville Boiler.

The Belleville boiler consists of a top cylindrical steam collector, and lower water chamber or feed collector, with a series of straight zigzagged tubes, these tubes being about 4" external diameter, and are termed the generating tubes, they are arranged in vertical groups, technically termed elements, and each element takes the form of a flattened spiral, so that there is a continual ascent from the feed collector to the steam collector; it is usual in this type of boiler for each element to contain 20 straight tubes of the diameter before mentioned; about 7' 6" in length, the ends of the tubes being connected by being screwed into malleable cast-iron boxes, which form the turns of the spiral. All other forms of large tube boilers have their tubes expanded into the junction boxes or headers, each front junction box having two small doors in line with the tubes for facility in cleaning the latter.

(To be continued.)

THE PUNJOM MINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Third Ordinary General Meeting, to be held, at the Office of the Company, No. 9, Praya Central, Hongkong, on Saturday, the 14th day of April, 1900, at noon:

The Directors have now to submit the Statement of Accounts and Report of the working of the Company for the year ended the 31st December, 1899.

From these it will be seen that the hope expressed in the last Report that under the management of Mr. L. L. Bailey a more flourishing state of affairs would exist at the end of the year has not been realised.

Notwithstanding the reports of Mr. Bailey that prospects were encouraging, the result is far from satisfactory, which may be accounted for by the fact that Mr. Bailey has not devoted the whole of his time to the interests of the Company, but undertook the management of another Mine in which he was largely interested, and that, too, contrary to the instructions of your Directors.

This, unfortunately, to the knowledge of your Directors, they dismissed Mr. Bailey forthwith. Mr. Thomas Howard, and Mr. Wm. Kerfoot Hughes, were invited to join the Board of Directors, and they accepted. The latter gentleman, who has been connected with the Company from its inception, proceeded immediately to the Mines to take charge of the Company's interests there. He found things in a bad state, and nearly all the old servants have been discharged or had left the service of the Company.

In addition to which, the embankment of the Reservoir supplying water power to the mill had been carried away by a flood, thus stopping the crushing of ore by the mill.

Other miners have now been engaged, as well as Mr. Terry, the Engineer under whose superintendence the Raub dam was constructed, and that gentleman takes charge of the reconstruction of our dam, and it is expected that in a few weeks the water will be diverted into the Mill race so as to enable crushing to be resumed.

Reports from Mr. Hughes and the miners are highly satisfactory.

Two new outcrops of gold-bearing quartz have been found within a short distance of the mill, and shafts are being sunk and a short line of rails between them and the mill laid down.

The Directors therefore believe that in the near future the shareholders will reap the benefit of the efforts now being made to develop the resources of the Company's large and valuable concession.

In accordance with the Articles of Association Messrs. D. Gillies and J. H. Lewis retire from the Board, but, being eligible, offer themselves for re-election.

The Accounts have been audited by Mr. Fullerton Henderson, and the Board recommends him for re-election.

D. GILLIES, Chairman.

Hongkong, 20th March, 1899.

THE PLAGUE.

Cases reported to 26th instant 17

Do. do. during past 24 hours... 1

Total... 18

Deaths reported to 26th instant 16

Do. do. during past 24 hours... 1

Total... 17

SHIPPING REPORTS.

Capt. J. Kirk, of the steamship *Fushun*, from Shanghai, reports—Dull, overcast weather throughout, strong monsoon and high sea from Tong Ting to Lammock.

Captain L. T. Hannah, of the steamship *Machau*, from Liverpool, reports—Left Singapore at 2 p.m. on the 21st inst. had fine weather to 20 miles south of Gap Rock, then fog, anchored at Ladrones 10 hours, arrived at Green Island at 7 p.m. on the 26th.

Captain A. E. Hodgins, of the steamship *Hainan*, from Keeling and Amoy, reports—

From Keeling to Amoy fresh N.E. winds and thick rainy weather, squally. From Amoy moderate N.E. winds and thick weather. From Swatow moderate N. to N.W. winds, dark and cloudy weather. Vessels in Amoy—*Tientsin*, *Hailong*, *Orestes*, and *Diamonds*. In Swatow—*Dagmar*, *Chesang*, *Taiwan*, and *Kukiang*.

Capt. J. Fowler, of the steamship *Phra Chom Kla*, from Bangkok and Koh-si-chang, reports—Left Bangkok on the 17th inst. and Koh-si-chang on the 18th, experienced fine weather with light N.E. winds throughout, at 6 p.m. on the 24th, in consequence of dense fog setting in anchored off Gap Rock, on the 25th, and left for Hongkong dense fog setting in again, anchored off Green Island, left at 5 a.m. and arriving at 6 a.m. on the 27th.

NOT ANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.	WEATHER REPORT.
	On date at Sunrise..... 30.19 30.09
	Temperature..... 65 62
	Humidity..... 79 89
	Rainfall..... 0.01

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</

Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th March, 1900. [311b]

HONG KONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 13th instant.

C. J. GRACE, Secretary.

Hongkong, 19th March, 1900. [319b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE ELEVENTH ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 31st March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 23rd March, 1900. [315b]

SOUTH AFRICAN WAR.

SAILORS AND SOLDIERS FAMILIES FUND.

HIS EXCELLENCE SIR HENRY A. BLAKE, G.C.M.G., will be glad to MEET the Subscribers to the above Fund at the COUNCIL CHAMBER, on SATURDAY, the 31st instant, at NOON, when Final Statement will be produced; and the Committee formally dissolved.

By Order,

T. JACKSON, Hon. Treasurer.

Hongkong, 26th March, 1900.

LUZON SUGAR REFINING CO., LIMITED.

NOTICE.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the OFFICES of the General Agents, Peidai Street, at 12.30 P.M., on SATURDAY, the 31st March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 20th March, 1900. [369b]

THE PUMJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING of SHARE-HOLDERS in the above Company will be held at the OFFICE of the Company, 9, Praya Central, on SATURDAY, the 14th April, 1900, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899, and for the election of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 14th April, both days inclusive.

By Order of the Board of Directors,

W. H. GASKELL, Secretary.

Hongkong, 26th March, 1900. [391b]

ANNOUNCE.

A commission soussignée, chargée par le gouvernement de Macao de procéder à l'acquisition d'une drague, un renfrieur et deux chalands pour le port de Macao, rend public que, pour la fourniture de ce matériel, il est ouvert concours pendant 120 jours à partir de la date de cette annonce, et que les conditions pour le concours peuvent être examinées dans la Direction des travaux publiques à Macao, et dans les consulats du Portugal à Hongkong, Shanghai et Saigon.

Les propositions avec les dessins respectifs et les spécifications d'accord avec les conditions doivent être adressées au "Président de la commission des travaux du port de Macao," par lequel elles seront seulement reçues jusqu'au 22 juillet de cette année.

Macao, Mars 1900.—Augusto Cesario Abreu Nunes, directeur des travaux, publiques.—António Tavares da Costa e Silva, capitaine du port.—João Augusto de Fontes Pereira de Melo, capitaine de corvette.—Arthur Tamagnini Barbosa, inspecteur des finances.—José Maria Lopes, mécanicien de marine.

Hongkong, 26th March, 1900. [397b]

PROPOSED SAILINGS FROM HONGKONG.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, with passengers to Great Britain and the Continent are given choice of

Passenger Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARs and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [3]

Hongkong, 14th March, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 1,837 | J. Truebridge | Mar. 31

2,747 | J. Rowley... | April 14

Glenayre... 1,375 | W. Frakes... | April 24

Queen Adelaide... 1,832 | F. McNair... | May 5

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 1,287 | W. A. Evans | May 19

Bremner... 1,360 | W. Watt... | June 9

Monmouthshire... 1,287 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th March, 1900. [4]

THE CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Wednesday, 23rd May, at Noon.

THE COMPANY'S Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU.

Through Bills of Lading issued for TRANSPORTATION to Yokohama and other Japan Ports, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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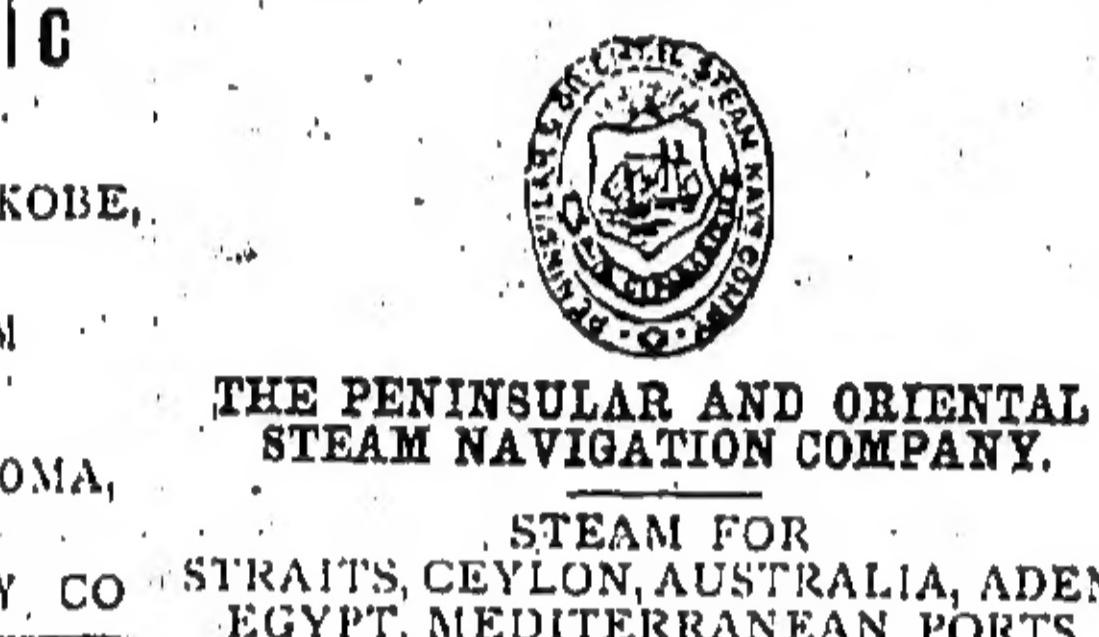
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passenger Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th March, 1900. [38]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLEs and LONDON (DIRECT).

On SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars as to Freight, Passage, &c., apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th March, 1900. [5]

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

ASTORIA... 1,837 | J. Truebridge | Mar. 31

2,747 | J. Rowley... | April 14

Glenayre... 1,375 | W. Frakes... | April 24

Queen Adelaide... 1,832 | F. McNair... | May 5

THE TRIAL OF THE MURDERERS OF MR. BROOKS.

The trial of the murderers of Mr. Brooks took place on the 28th of February and the following days, at Chinanfu, in the presence of Mr. G. W. Campbell, of H.B.M.'s Consular Service.

Before the trial was held Mr. Campbell visited the disturbed district, where the murder was committed. After going over the ground the case could be understood much more clearly; besides which, the visit of a British Consul in a green chair escorted by some twenty of the Governor's soldiers had an excellent effect on the population. The officials of the four districts visited were more or less servile, only one showing any disinclination to toe the line. The officials in Chinanfu, from Yuan Shih-kai downwards, were reasonable and respectful without being obsequious.

Twenty-two names were given in persons suspected of complicity in the murder. Of these fifteen were arrested, and the authorities added three others, making eighteen to be tried. It proved however, that the majority of these, whether implicated in *Tatuo Hui* offences or not, had no hand in the murder of Mr. Brooks.

The trial was conducted by the Provincial Judge in a large hall of the *Hofang-chu*, where important cases are taken. Mr. Campbell took with him as secretaries Mr. Mathews (Mr. Brooks' colleague), and Mr. Couling (English Baptist Mission, Shanxi).

Three tables were arranged as three sides of a regular hexagon; the Judge sat at the central table; with Mr. Campbell on the left in the seat of honour; at the Judge's side table sat three expectant prefects; at the table on Mr. Campbell's side sat Mr. Mathews, Mr. Couling, and the Governor's interpreter, who, of course, was not used at all during the trials.

Mr. Campbell put most of his questions through the Judge, but sometimes when it was desirous to get a quick reply without allowing time for consideration he addressed the prisoner or witness direct.

The men more or less closely connected with the murder were these seven—

Meng Kuan-wei,
Wu Fang-cheng,
Wu Ching-ming,

Pang Yen-kuo,
Li Tung-kuan,
Li Ta-cheng (inn-keeper at Hsiachingtze),

Liu Hsu-yi (constable at Changchiatien).
The first five were a gang of *Tatuo Hui* members; they had with them two more men, whose names were given as Wang and Chang, about whom very little could be ascertained, and there is little hope of their being arrested. This is of less importance, however, because though they were in the gang for part of the time they were not present at the murder, and were not parties to it.

The evidence of the prisoners when sifted and arranged, amounts to the following:—

Meng was the ringleader. He said the foreign devils had poisoned his brother, and others of his family, had been killed in the fight at Pingyuan, where so many Boxers lost their lives some months ago. For revenge, therefore, he came down from Enshien to sit up strife in Feicheng. With Wang and Chang he went to Feicheng city, appeared on the streets of the south suburb with red cloths round their heads, got some recruits, and returned to Changchiatien, a large village about 30' west of Feicheng. The Feicheng official declares that he was never informed of their presence in the suburbs.

The sixth day the two Wu's (who were not related to one another) and Pang, a mere silly youth led away by Wu Fang-cheng, went over from Feicheng to Changchiatien, and joined Meng and the others in an inn there, on the morning of the 20th of December last.

The six men were having breakfast when they heard a commotion on the street, and were told that a foreigner was passing. This was Mr. Brooks, who was going from T'ai'an to Pingyuan, one and a half days' journey, and who at this time (about 10 a.m.) was within four hours of the end of his ride. The six men rushed out, some putting on red headcloths as they went, and overtook Mr. Brooks just outside the village, a crowd of villagers following them. The "village" it may be remarked, has over 1,000 families, or say over 6,000 inhabitants.

Mr. Brooks, seeing several men rushing at him with swords in their hands, jumped off his donkey, closed with the first man Meng, and managed to take the sword from him. The two men named Wu attacked him, however, and wounded him on the temples, cheek and arms. Certain parallel wounds scored on the backs of both hands were probably inflicted at this time, to make him lose his hold of the sword and whatever else he was grasping. Disarmed, he broke from them and ran into a house in the village, but was immediately dragged out, his Chinese garments stripped from him, and his wrists bound in front of him with a girdle. His undergarments and a pair of foreign trousers he was wearing and his shoes were not taken from him. The day, however, was overcast, snow was on the ground, a keen wind was blowing, the mercury was well below freezing point, and the suffering from cold must have been worse than that from wounds. It is something to be thankful for, however, that there were no further wounds given, until the death-blow was struck.

The constable of the village (*lao*), named Liu Hsu-yi, came and expostulated, and the gang led their prisoner away westward. If the constable had at once gone to Feicheng 30' away, it is possible that the official might have sent help in time to save Mr. Brooks' life. He first, however, followed the gang for some distance, then returning discussed the matter with the village elders and did not start on his journey till nearly dark that night, notifying the official some 12 or 15 hours after the seizure; that is, long after the murder had been committed!

They took their victim some 10' westward and reached a group of inns or foodshops called Hsiachingtze. They stopped at Li Ta-cheng's foodshop, tied Mr. Brooks to a tree near by, and sat down to drink hot water. Li Ta-cheng appears to have given a bowl of water to Mr. Brooks also.

The band was joined here by a young man named Li Tung-kuan. According to his own account he was out collecting debts, riding his own horse, had stayed the night at Hsiachingtze, and was just starting off after breakfast when Mr. Brooks was led up. At any rate he rode with or after the band all that day, and was within a few yards of Mr. Brooks when the murder was done. He pleaded that he followed to "see the fun" but Meng had mentioned his name as one of the band, who had been left at Hsiachingtze by Meng himself the previous day or the day before that. Pang did not go beyond this place. He was footsore, lay down and slept a few hours, and then returned by himself to Changchiatien to await the return of the others.

From Hsiachingtze they led their prisoner some 5' further to a village called Maochia (400 families) where there had been a raid two days before, on Roman Catholic Christians. Mr. Brooks was tied up at the door of the Catholic place of worship, and given a bowl of gruel; the gang had their meal in an inn. During the two or three hours spent there, probably every one in the village saw, but no one

attempted a rescue from the band of five armed men, though only armed with swords.

At this time two of the band withdrew. They were the two who have not been arrested, namely Wang and Chang.

In the afternoon the party started back again towards Changchiatien. It would seem that they were still doubtful what to do with their prisoner, although Meng had already threatened to kill him. By the time they reached Hsiachingtze however, Mr. Brooks seemed unable to go further. The wounds, and perhaps still more the six hours exposure to intense cold, had so told on him that he sank down at the inn-door, striking his head on the door post. The innkeeper, Li Ta-cheng, who had given him water in the morning, now pleaded for him. The others, perhaps somewhat alarmed at Mr. Brooks' condition, went to cut the bonds, but Li Ta-cheng untied them. Mr. Brooks, on being released, suggested that they should take him to Takuanchuang, where there were some of his church-members, and there make an arrangement and get some silver for his ransom.

They agreed, and all started westward over the road already traversed twice that day. The path is a rough mountain road somewhat uphill. They had gone but a little way when Mr. Brooks, who from his school-days had been a fast-rate runner, moved by one cannot tell what impulse, broke from them and ran. They shouted and pursued. Li Tung-kuan, on horseback, caught up first; then Mr. Brooks slipped the snow and fell; Wu Fang-cheng was close behind, and slashed thrice with his sword, giving wounds behind the ear and on the neck. As Mr. Brooks was still struggling to recover his feet Meng arrived, and shouting "He must be killed" (*fei shu hu ping*) struck twice, and cut off his head.

The body and head were carried, in the gathering dusk, by Meng and the two men Wu, to a ravine some sixty yards from the road, and thrown there. Li Tung-kuan did not dismount from his horse. The other three then went back to the inn at Changchiatien, where Pang had already returned in the afternoon.

On some minor points the evidence was very contradictory, but the more important matters came out very clearly, and there seems no reason to doubt that the above statement of the case is correct. Meng was no doubt the ringleader, Wu Fang-cheng helped to kill, Wu Ching-ming wounded Mr. Brooks when, first seizing him, helped to take his clothes from him, was there at the murder, and assisted in hiding the body. There is no doubt these are the men who did these things, and there is no evidence of any others having had any hand in the actual murder. Li Tung-kuan was there, but took no part; Wang and Chang, who have not been arrested, were concerned in the taking and binding, but disappeared from the band some hours before the murder; Pang was with the gang at first, but took no part in ill-treating Mr. Brooks, and did not go further than 10' with them. There was no evidence to show that any other person had any connection with the affair. Li Ta-cheng, the Hsiachingtze innkeeper, was under strong suspicion of complicity, but though he may be more or less directly connected with the *Tatuo Hui*, all the evidence went to show that he had helped Mr. Brooks by giving him water and loosening his bonds. For these good deeds he was discharged, on finding guarantees.

The constables and other officers of the two villages Chungchiatien and Maochia are to be severely blamed for their inaction, and indeed all the onlookers in both places. Their only excuse is that they were afraid, not of the half-dozen men, but of the hundreds of *Tatuo Hui* members in the neighbourhood.

The writer left Chinanfu immediately after the conclusion of the trial, and before the sentences had been passed.

—N. C. D. News.

PEKING NOTES.

PEKING, March 15th.

Hsu Tung, the Grand Secretary and Chancellor of the Hanlin Academy, who recently denounced the five Hanlins, three of whom were sentenced to imprisonment for life, has since denounced fifty others of his Academy with equal severity for the same "crime" of being favourable to Reform and desirous of seeing the Emperor rule in person according to Western usages. It appears that Hsu Tung presented his memorial to the Empress Dowager denouncing only five members of his Academy he expressed incredulity that such a "holed of Reform as the Hanlin Academy" should contain only so few men disloyal to her government, and told Hsu Tung to "think the matter over" and report again. The result was the list of fifty more Hanlins amongst whom are the brightest, most intellectual, and famous men of that body.

A rumour of Russians attempting to open a gold mine at Urga and being opposed by the Mongol tribes there having come to the ears of the Empress Dowager who feels the moment unpropitious for showing any hostility to her great "ally," has resulted in her sending the Grand Secretary Kun Kang and Yu Te, President of the Mongolian Superintendency, post haste to Urga to investigate the matter, and if possible "smooth things over" for the Russians. The Commissioners left this city for Mongolia on the 13th inst., and the result will doubtless be interesting as showing the promptitude of the Government in acting in any international matter which nearly concerns it and which it would be impolitic to procrastinate over. No British or United States Minister, since the country was opened to international intercourse, has ever met with such promptitude of action on the part of the powers that be. The pro-Russian party in Peking, however, deny that the Russians have anything to do with these Mongolian gold mines, but this is false, as future developments will certainly show.

As anticipated, the British and Italian Ministers have tried to intervene in the sentence pronounced against the Hanlin Wu Shih-tsao, owing to the help given by him in getting the Peking and Yangtze Syndicates their large concessions in Shansi, Honan, and the Yangtze provinces. The two Ministers approached the Tsungli Yaméi protesting against the sentence, but received the reply that, as it was the first intention of the Empress Dowager to have Wu Shih-tsao summarily decapitated, the commutation of his sentence to imprisonment for life was an act of mercy, which is all that can be expected.—N. C. D. News Co.

THE FAR EAST IN PARLIAMENT.

Murder of British Officers in Burma.

(Feb. 10th.) Mr. H. Roberts asked the Secretary of State for India whether he had any information as to the murder at the village of Moghem of Major Kiddie, Mr. Sutherland, and Mr. Linton, attached to the Burmese-Chinese Boundary Commission; and whether he would state what military steps are being taken, in view of this serious incident, with regard to the future labour of the Commission.

Lord G. Hamilton: I have received the following information of the events referred to. It appears that the officers in question were assaulted, whilst visiting a bazaar on Feb. 9th last, at the village of Mogham. Two were murdered and one wounded. Mogham is just

outside British territory as at present delimited. The Government of India are considering whether the Commission should not withdraw to British territory for the present, and will take in concert with the Chinese Commissioner, such measures as may seem to be necessary.

The Pacific Cable.

(10th) In reply to Sir E. Sassoon (Hythe), Mr. Chamberlain said: The question of the arrangements for constructing and laying the Pacific cable is under the consideration of a committee, on which the Imperial Government and the colonies interested are proportionately represented, and Her Majesty's Government understand that the deliberations of the committee will soon be completed. The committee is aware of the state of the market for cable materials.

Russian Consular Service.

Mr. Maclean asked the Under Secretary for Foreign Affairs whether an application had been made and acceded to by Her Majesty's Government for the establishment of a Russian Consulate General at Bombay; and whether it was proposed to appoint British Consuls at the principal places in the Caucasus and the Trans-Caspian dominions of Russia.

Mr. Bradock: In view of an assurance given by Her Majesty's Ambassador at St. Petersburg in 1876, Her Majesty's Government in August last expressed their willingness to accede to an application from the Russian Government for the establishment of a Russian Consulate at Bombay. Her Majesty's Government stated at the same time that they understood that the Russian Government would be ready to agree to the appointment of a British Consul at Tiflis should it at any time be found desirable to make such an appointment. No appointment of a Consul at Bombay has yet been notified by the Russian Government; but if such a Consulate is established it will be open to Her Majesty's Government to claim the right of appointing a Consul at Tiflis.

The body and head were carried, in the gathering dusk, by Meng and the two men Wu, to a ravine some sixty yards from the road, and thrown there. Li Tung-kuan did not dismount from his horse. The other three then went back to the inn at Changchiatien, where Pang had already returned in the afternoon.

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—N. C. D. News.

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OPIUM QUOTATIONS.

Hongkong, 27th March.
New Patna 1,025 per chest.
New Behrées 1,025
Old Behrées 1,045
New Malwa 940 per picul.
Old Malwa 950
Persian Oily, cash 625
Persian, paper tied 880
" "

The Share Market.

LATEST QUOTATIONS.

(March 27th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	318 1/2 premium
The Bank of China & Japan, Limited—(Preference).	\$ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary).	\$ 4	1/2 buyers
The Bank of China & Japan, Limited—(Deferred).	\$ 1	15% buyers
National Bank of China, Ltd.	\$ 8	27
Do. Founders.	\$ 1	20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	\$ 25	Tls. 170
Yangtze Ins. Assoc. Ltd.	\$ 60	\$128
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$300
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$30
Iquo-China Steam Navigation Co., Ltd.	\$ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$117
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd.—(Pref.).	\$ 10	10.10 buyers
China Mutual S. N. Co., Ltd.—(O'ary).	\$ 10	10.10
China Mutual S. N. Co., Ltd.—(O'yary).	\$ 5	45
Star Ferry Co., Ltd.	\$ 10	\$181
Shell Transport & Trading Co., Ltd.	\$ 100	\$260
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$135
Luron Sugar Refining Co., Ltd.	\$100	\$47
Mining.		
Punjuna Mining Co., Ltd.	\$ 7	\$8.10
Punjuna Mining Preference Shares.	\$ 1	\$1.40
Société Française des Charbonnages du Tsin-kiun.	25 cts.	\$0.25
Queen Mines, Ltd.	25 cts.	\$0.25
Charlevoix Mining and Trading Co., Ltd.	\$ 5	124
Raub & Alian Gold Mining Co., Ltd.	150.10d.	\$60
Oliver's Freehold Mines, Ltd.	\$ 5	36
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	80.80
Do. (Preference)	\$ 10	\$40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	317 1/2 prem.
Punjuna Mining Co., Ltd.	\$ 50	\$83.
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	\$46
New Amoy Dock Co., Ltd.	\$ 64.30	
Lands and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.30
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$83.
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	\$46
New Amoy Dock Co., Ltd.	\$ 10	\$9.60
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Lacu-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Vahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Sailing Vessels.		
Dirigo, American ship, 2,845.		
Hongkong, American ship, 2,845.		
Standard Oil Co.		
Evie J. Ray, American bark, 919.		
Marie, German bark, 919.		
Peruviana, German steamer, 953.		
Regina, German bark, 919.		
Propontis, British sloop, 1,350.		
Truebridge, American steamer, 1,730.		
Marie, General—Dowdell & Co.		
Malacca, British steamer, 2,615.		
Andrews, 26th Mar.—London to Feb.		
and Singapore 19th Mar., General—Rice		
Scroff, 2nd Mar.—Hoichow 22nd Mar.		
Macchew, British steamer, 995.		
23rd Mar.—Bangkok 15th Mar., General—		
Butterfield & Swire.		
Malacca, British steamer, 2,615.		
Andrews, 26th Mar.—London to Feb.		
and Singapore 19th Mar., General—P. & O. S. N. Co.		
Oliver's Freehold Mines, Ltd.		
Great Eastern & Caledonian Gold Mining Co., Ltd.		
Do. (Preference)		
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Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Lacu-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Vahloong Cotton Spinning Co., Ltd.	Tls. 100	